50th Issue

5 Years

M&T NEWS

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

Sheffield's Last Exposed Radiator Bus - 11th December 1968.

EMERGENCY COVER

Through an error on the part of the duplicating firm, this month's cover would not be ready for another week. Thus this will appear on next month's issue, along with a further full page of photographs.

M. & T. NEWS

March 1969 No.52

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SOCIETY NEWS

Yet another Society success - LRB 750,our Bedford OB coach with Barnaby C29F body was collected from Booth and Fisher on Saturday 15th.March,and has already toured Sheffield a number of times.Unfortunately this was just too late for us to include a photograph in this issue,and this will appear next month along with the details of 'Ted's Bus Service' mentioned in the last issue.

The Manchester area tour on Sunday 16th March went very well indeed despite the difficult road conditions over Woodhead.The coach was completely full,and I hope we can keep up this marvellous record on future tours.

One small 'grumble' - just one or two of our members have,over the last few months,been annoying the majority by going over our buses with a fine toothcomb,and finding numerous faults e.g. a bit of body-rot or a rusty panel, and criticising the Society for not doing anything about this These members are always,however,those who are not prepared themselves to help in any way.We have found from experience that,understandably,it is difficult to get help in preserving the vehicles ourselves,and thus our policy has been to raise money through sales,especially model trolleybuses,in order to pay a professional body to carry out repaints etc. (e.g. 37's repaint)thus ensuring a more complete and better job.If this small minority would spend their time painting model trolleybuses instead of criticising they would ensure that,within a few months,they would have no further cause to complain.

SALES DEPARTMENT NEWS Many thanks to the members who have sent in large stamps during the past two months;we now have almost 14/= worth.

Some members have asked about a new sales list - this will be published shortly after ticket sets have been rationalised to give bigger sets for less money.

Meanwhile here are some new photos:-(5"x3½" at 7d each)

BP32	STD 730,2194-6	SWE 294-6/430	Regent III/Weymann	Front EB	30/11/68
BP33	STD 1273	VWE 73	Regent III/Roe	F/N	8/2/69
BP34	STD 895	895 WJ	Atlantean/MCW	F/N	9/2/69
BP35	Chesterfield 302	302 XRA	Fleetline/MCW	OS	9/2/69
BP36	STD 13	OWB 13	Regal IV/Roe	F/O	16/2/69
BP37	STD 3073	6173 WJ	Leopard/Weymann	F/O	16/2/69
BP38	STD 13	OWB 13	as BP36	Rear	16/2/69
DP02	SJOC - usual fleetname.				

Eric Wilson.

May I just remind members that, in the event of any query, confirmation of tour bookings etc. I can be reached by phone - no. 78111(Sheffield Transport) between 9 a.m. and 5 p.m.

Dennis E.Vickers.

FLEET NEWS

A.E.Barber,
SHEFFIELD TRANSPORT DEPARTMENT J.Laming,R.Banks,E.Wilson,
P.Beardsley,A.Eaton,D.Tummon,J.E.Harrison,D.E.Vickers

Regent V's 809/12-4/9 are to be reinstated due to the drastic shortage of vehicles.26 new Atlanteans are due but Park Royal are having delivery problems.

On Tues 18/2/69 the Council decided that wheels should after all,be red (This was actually a political argument - the Labour councillors protesting that it was the Conservatives responsible for the change to blue wheels!!) The only vehicle so far noted to have deliberately painted red wheels is 1351.

1394 has NOT been converted to OMO,though it is fitted with a periscope.

1107/8 have had their upper deck ceilings divided as 1106 (see last month).

Many dual-door Atlanteans have new panels under the drivers side window.This has resulted in the loss of the offside fleet number.Swift 34 also lacks this.

154 is back in service after repairs to its dome which was badly holed on Sat 8/2/69.169 has had its front repainted and the coat of arms has been omitted (119 when noted also lacks this).

Some stops on the following services have been revised in the hope of conversion to OMO :- 15,21,40,51,72,84,85. On 16/3/69 revised services came into force on the following services : 15,21,29,37,40,44,48,72,84,68,X68,178,

190,all involved in 'Two-man OMO'(See Article) +506

On the same date some two-man services were revised as Follows:

6,19,28,45,63 - Some timings amended

43 - Extended from Hemsworth via Norton Lane,Jordanthorpe Parkway and Hazelbarrow Road to Dyche Road.

92 - Extended from Manor Park to Woodthorpe,Fishponds Rd.

306 - New service,as rte.6 to North Anston,then direct to Woodsetts.Runs Tuesdays and Fridays only.

573 - New service via Effingham Road,Attercliffe,M1 Motorway and Chapeltown to High Green(peak hours only)

294 - New service,Diversion of rte.194 via Shirecliffe Estate (peak hours only).

Service 215 (Dinnington Colliery) has been discontinued.

61 - Extended from Abbey Lane via Chesterfield Road to Scarsdale Road/Woodseats Road junction.

Repaints : 125,520/4,843,1266,942.

Observations (with the acute bus shortage,resulting in one garage frequently borrowing from another,almost any type of bus can be seen on any route.Thus just a sample is shown below): 3152 on 20 1/2/69,1331 on 63 2/2/69,3002 on 151 4/2/69,1749 on 33 5/2/69,522 on 17 7/2/69,3158 on 75 11/2/69,1293 on 75 15/2/69,10 on 88 17/2/69,112 on 20 18/2/69,800 on 55 19/2/69,525 on 70 20/2/69,781 on 41 21/2/69,518 on 120 22/2/69,7 on 21 24/2/69,525 on 20 25/2/69,800 on 71 26/2/69,869 on 41 27/2/69,YWD 50 on 66 28/2/69,355 on 91 1/3/69,1253 on 53 3/3/69,1021 on 119 4/3/69,824 on 28 5/3/69,1001 on 81 6/3/69,439 on 26 8/3/69,1019 on 31 9/3/69,1331 on 75 12/3/69,208 on 45/92 13/3/69,801 on 2 14/3/69,512 on 28 15/3/69.

No.1 (Bedford/Craven B22F) has had its permanent running covered on '2-man OMO' from 16/3/69,and on 17/3/69 and 18/3/69 was running on Service 43.This caused numerous complaints from the Jordanthorpe and Hemsworth residents, especially as,on Monday 17th the previous two buses on the 43 service were missing and thus queues of 60+ passengers were greeted by the 22 seater.Thus it has now been allocated permanently to another working on the 190.

Pending Withdrawls : 845 : 30/3/69 846 : 1/4/69.

Disposals :- (all to scrapdealers)

K.Askin : 2185 T.Elvin,Wath-on-Dearne : 810,1272,2184/9

A.Finlay,Barnsley : 805,2182

Fisher and Ford,Little Houghton : 730,766,807,811,1777, 2178,2179,2180,2181,2183,2187,2190,2194,2195,2196,2197, 3154,3155.

R.Seeley,Barnsley : 484,860
Tyrone Metal Merchants : 14,481

Municipal and National Bus Company

sent in by R.Banks,E.Wilson,A.Eaton and P.Beardsley unless otherwise stated.

DONCASTER Regal III 22 was in the centre of town on 14/3/69. Withdrawn are 127/9/30.

EAST MIDLAND New are:
C289/90 URR 289/90G Leyland PSU4/4R 805076/7 Plaxton Panorama Elite C43F

EAST YORKSHIRE New are:
873/4 RAT 873/4G Leyland PSU3/4R 805078/9 Plaxton Panorama Elite C36F

HALIFAX New are:
109/10 KCP 379/80G Daimler SRG6LX/33 62805/6 Pennine B45F These are the last of the 1968 order.

HUDDERSFIELD Withdrawn are 226/31 (in 1/69)

CHESTERFIELD 303 has been seen in the new livery

LEEDS Withdrawn are 606 and 742.The latter was withdrawn after a serious accident.

ROTHERHAM Full details of the new Fleetlines are:-
187-98 LET 187-98G Daimler CRG6LX 62263-8/925-30 Roe H78F

It is interesting to note that the last two to be delivered have their fleet numbers in white and also possess fleetnames.

The remaining exposed radiator vehicles are to be withdrawn in June(3 Crossleys) and,on arrival of the Fleetlines,probably August(2 Bristols).

SHEFFIELD UNITED TOURS

346 has been completely repainted.It is the first coach to carry the new fleet motif on its sides and rear(342/50 have it on the sides only,312 on the rear only).

334/5 have gone to Bantle,Wakefield.

LATE NEWS: 3 of the maximum length coaches had been received by 17/3/69.The fourth and 2 of the 32' coaches had arrived by 19/3/69.The remaining two vehicles were expected before the weekend.Details of these vehicles are:-
396-9 XWJ 396-9G AEC Reliance Plaxton Panorama Elite C53F
400-3 XWJ 400-3G AEC Reliance Plaxton Panorama Elite C41F

All so far delivered are in the new livery and also bear the new style fleetnames.

On 17/3/69 Yorkshire Traction 511,NHE 11F,was in this concern's depot with a damaged front end.By its condition

it looked as though it had been there for some time.
In the evening of 19/3/69 the towing vehicle ventured forth to collect East Midland R387.As,for some reason, the near-side towing hitch was unable to be used the off-side one had to be used.However,the corner panel had been replaced and no hole for this towing hitch had been made.The S.U.T. mechanic soon remedied this by gently hacking the front near the towing hitch.Much to his horror a great deal of the front came away.Eventually towing was underway and,on arrival at the S.U.T. depot R387 was dumped outside and left to be collected by the East Midland towing vehicle.I might say it looked rather sorry for itself standing there,particularly with a rather large hole in the front.

YORKSHIRE TRACTION New are:-
118/9 RHE 118/9G Leyland PSU4/4R 804360/1 Plaxton Panorama Elite C41F

Four new Atlanteans have been diverted from Devon General to Yorkshire Traction to replace four Y.T.Atlanteans sent to West Riding,as the National Bus Company have decided on a speedy Wulfrunian replacement programme.One seen is 748 RHE 448G with Willowbrook bodywork.They are in full Devon General livery but carry Yorkshire Traction fleetnames.They are now beginning to be used on the 65/66/67 services into Sheffield.

WEST RIDING 185 has had its front end extensively damaged in a crash on 10/3/69.It appears West Riding have (w)reckless crews.

DEVON GENERAL - M.Luty

541 - the last of the 1968 delivery of Atlanteans,will be licensed on 1/4/69.The 1969 delivery of 16 Reliances/Marshall B41F's is almost complete.Of the batch 58-73 (OTA 58-73G),only 69 has not arrived.All have fittings for double-deck size adverts below the side windows, fleetnames have not yet been applied to the sides.Owing to a shortage of saloons 58 was licensed on 10/3/69.

WESTERN NATIONAL - M.Luty

A VRT is now allocated to the joint WN/DG service 128 Torquay-Plymouth.Ten are being delivered and it is believed all are to be stationed at Plymouth for rte. 128 and Plymouth joint city services.

SCOTTISH SECTION - D.Tummon

DUNDEE "The Scotsman" reports that there is a move for transfer pf the undertaking and assets to the ex.Scottish Bus Group,now Scottish Transport Group as at Glasgow.This

is,it must be noted,far from definite as yet.

TRAM NEWS - D.Tummon

Blackpool 618,the rebuilt rail-coach,has re-entered service.It has been lengthened and now seats 56(ex.48),It is in the ½ + ½ livery,but with a green trolley tower instead of orange.

647-9/52 (Coronations) are being scrapped,647 after its accident in September in a collision with the Santa Fe illuminated car.This was,however,repaired.647 is the first Coronation with a Z4 conversion to be scrapped,the other three were still Vambac equipped.648 was the last Coronation in all cream,although 5 trailers and 5 towing cars still possess this livery.

Vambac 11 arrived at Lowestoft on 3/1/69.

Under the 'Contracts and Tenders' advertisements in 'The Star' for Monday 24th.March was an application for tenders for the supply of tram rail to Blackpool - a very hopeful sign.

TROLLEYBUS SECTION (See also Northern Trolleybuses)

BRADFORD - M.Hampson. The wiring from Bank Street into Hall Ings has been tied off and the frog taken out. A series of maps showing wiring will appear shortly.Ex. Mexborough and Swinton rebodied trolley 844 has been repainted.

BOURNEMOUTH - E.Wilson,A.Eaton, P.Beardsley

The last days of trolleybus operation will be the weekend 19th/20th April.Normal service operation will cease on the Saturday(19th.April),and on the Sunday(20th) special trolleybuses will be run for enthusiasts in the morning and the final procession will take place in the afternoon.We would like to thank General Manager,Mr.Ian Cunningham, for the above information.

WALSALL - H.Brearley

Bournemouth Sunbeam MF2B 300 has been purchased.This is possibly for trials with the hope of buying more ex-Bournemouth trolleys for Walsall's proposed extension.

INDEPENDENTS SECTION

E.Wilson,P.Beardsley,A.Eaton.

BOOTH AND FISHER - General Manager,Mr.J.M.Booth reports that the last of the OB's will be withdrawn in August.

ENNIFER(BLUE ENSIGN),Doncaster KDT 393 has been withdrawn

ROSSIE, Rossington GYG 205 has been withdrawn and sold for preservation.
WIGMORE, Dinnington Withdrawn are SHO 801, AJS 110B, DWW 838B
WILSON(PREMIER), Stainforth Withdrawn are KWG 506, FWR 666C, MWT 557D
HULLEY, Baslow OBK 510 Bedford SBG 50250 Duple C41F Ex. Yelloway, Rochdale
SEVERN, Stainforth XWG 890G Leyland-Albion PDR1/1 800820 Roe H75F
GOSPORT and FAREHAM - R. Banks Three ex-Red and White LS's have been acquired. These are used on the Fawley contract. Full details are: 28-30 MAX 131/2/4 Bristol LS6G 101.055/6/8 ECW C39F Ex. R & W PS1/2/4.54 1/69.

OTHER NEWS - D. Tummon

DENNIS BROS. Of limited interest nowadays to bus enthusiasts although noteworthy, is news that Merryweathers are making a take-over bid for Dennis Bros. This seems likely to succeed as the directors have accepted the offer.

TWO-MAN O.M.O.??

This strange phenomenon, surely peculiar the Sheffield Transport is the result of both management and trade union activities. Following the £1 per week rise to all platform staff in December the transport union's embargo on one-man-operation ceased, and the management set about introducing more OMO working. Thus timetables were drawn up for services 15, 21, 29, 37, 40, 72 and 84 at East Bank and 51, 85, 121 at Greenland, converting most journeys to one-man and also further OMO work was to be used on rtes. 44, 48, 68, X68, 178 and 190 which already had some OMO journeys introduced in the pilot scheme on 2nd. July 1967. Incorporated with these changes were amendments on other East Bank and Greenland 2-man services. All the new schedules were prepared and were being worked on by many offices at Head Office, a number of drivers volunteered to work one-man and were included on a new OMO rota, and leaflets were printed ready to inform the public of the change.

However, in the meantime a firm of consultants, who had been called in 6 months earlier to draw up a productivity agreement, reported, and the staff were asked to vote on the agreement reached. By an overwhelming majority the productivity deal was rejected. Thus the disputes began

between management and staff,the management saying they still had every right to operate the one-man schedules, the union saying they would accept these only on condition that they were given a percentage of the savings from one-man-operation.This dispute caused a number of the OMO volunteers to withdraw their names,and because there were so few applicants it would now have been impossible to operate the Greenland OMO,and so this was shelved,but sufficient volunteers remained on the East Bank rota.The situation seemed deadlock,but,convinced they were right, the management announced a date for starting the East Bank one-man,and the new schedules were posted in the garages. This made the staff very angry,and they decided to call a meeting at midday on Wednesday,12th March,the Wed. before the starting date to discuss the situation - this would mean bringing all buses to a halt for 4 hours.No solution could be forseen - it was too late to cancel the new schedules as the public were already being told of the change,and as the new two-man schedules (e.g. the 43 extension to Jordanthorpe) were so intermingled with the one-man the two could not be separated.

However,at an emergency meeting on the afternoon of Tuesday 11th.March between management and union an 11th-hour compromise was reached.The one-man schedules would go ahead but all new oneeman workings would carry a conductor until such time as agreement was reached when the conductor would just disappear.By now it was far too late to allocate permanent conductors to these buses,and thus they were to be worked by volunteers,and the present system evolved,being rapidly known throughout the firm as '2-man OMO'.The new schedules were put into operation as from Sunday 16th.March.

All '2-man OMO' buses are thus worked by a one-man driver and a volunteer conductor.The original pilot-schene of one-man operation is worked as previously,and thus there are still only 11 drivers in Sheffield Transport actually working as one-manners.Under the new schedules, on some services,certain journeys had remained two-man either because there was not room for them on the one-man schedule,or because these trips are so busy that the buses must be double-deckers(the 72,Castleton service has a number of the latter).Surely the most unusual schedules are on service 190 where one bus on the route is a one-man vehicle,the next a '2-man OMO',with a one-man driver

and a volunteer conductor,and the next a '2-man,2-man' with a normal driver and conductor crew.The latter also is likely to be bus no.1,the 22-seater which,because of its layout cannot be converted to one-man,and which is permanently allocated to a working on this service.

It is now anticipated that the Greenland amendments will be introduced around the end of April,and,unless agreement on one-man-operation is reached before then, more 2-man OMO work will appear on services 51,85 and 121.

"STOCKPORT - MISERY SQUARE" by P.J.Thompson
(continued from last month)

It wasn't busy to Levenshulme - the boundary,known as Crossley Road to SCTD blinds and Lloyd Road to MCTD, although most Stockport buses could show Lloyd Road,and did so whenever I was in charge.The few fares brought in some nice full-distance bookings and a balanced selection of change.Your early regulars always tended to be helpful as they knew you had only come from garage,and without any "float".

Then the SCTD Crossley duplicate swung off the A6 into Lloyd Road tram siding,and we faced a huge gi-normous queue at the first MCTD stop on the route.Meanwhile the driver of the 94 service CVG6DD/Burlingham(which starts at Lloyd Road and runs via the 92 to Manchester and beyond) sat comfortably on his rank grinning at us while we sailed passed to take his load...still,the Deansgaters stood back while the Piccadilly-ites got on;what a crush and scramble.I took the top deck,carefully rolling off tickets and fumbling trying to stem the great wave of copper,the greatest curse of the rush hour.Manfully we reached "Picc" at 6.34 a.m. with a "swinging load" and took a well-earned breather in the warm sunshine."Don't rush around,lad" was the terse but kind advice,for it was surprising how easy it was to get on edge while trying to be nimble-fingered with cash and tickets.Slow but sure was the old hands' way,and they rarely missed a fare at any time.Bit by bit the reflex actions of certain coins into certain pockets developed and made it progressively easier to work a bus.

There was nothing eventful that day,except a short race along the A6 with one of SCTD's completely unrebuilt utility Guy Arabs,depot-bound after the morning rush-hour;after a busy stint on the 92,it was breakfast time

followed by several trips on that other Manchester - Stockport service, the 89, which no-one seems to notice because it cuts off the A6 on its way to Albert Square, and because you usually see the less frequent 89 tucked in behind a convenient 92 at a tactful minute's distance! Anyway it was a welcome break after the morning's work.

The next few days were spent as 'third Man' with different conductors on a variety of routes, from West Didsbury to Ashton, to Woodford and to Romiley and Greave, with at least one Chorlton Street meal break spent in MCTD's antique canteen bus, A87 (VR 5742).

Then came the great day, the first time out solo. SCTD, in their wisdom, picked a peaceful Sunday short working (which has now been completely abandoned!), up and down on 9x Reddish-Mauldeth Road from 3 p.m. till 11.15 p.m. on 333, the first of the Crossley-bodied PD2's, and the first 8-footer in the fleet. Business was very slack, in sharp contrast to late-turns from then on. Stockport has numerous yo-yo turns on the local services like 17's to Reddish, 24's and 25's to Adswood, 39's and 40's to Cheadle Heath and Gatley, and so on. Each had 15 or 25 minutes single journey time, and it was not uncommon to find some duties doing anything up to 17 or 18 round trips on the same service.

Only the fact that this was all solid Crossley work kept up the spirits on these occasions, although rush hours were easy to cope with on these locals because there were only 4 or 5 stages to bother about. Still it was rough if your week's duty was one of these.

The temporary lads were allocated wherever required, and so turned up on quite a few routes within a few days. The long 30, Edgeley-Ashton via Mersey Square, Hyde and Dukinfield, 55 minutes a single trip, was a favourite for missed turns, and we were often on this "ballet dancers route", so called because of the 7½ foot synchro PD2 Farrington's which maintained this tortuous, bending switchback and very busy Tame Valley service. It was the wildest route on the system, and still retains a bit of the flavour of Ian Yearsley's tram ride from Stockport to Hyde. Your work on the 30's was never done; such a long route passed through different localities, each with their groups of people piling on all over the place for short rides. Then, you would get this during most of the day, but no doubt it has drastically thinned since then, if the

reduced service frequency is anything to go by.At rush hours there were all sorts of short workings to look out for,especially in the enemies territory;these shorts were supposed to run ahead of you but (as they say in Manchester) "every Monday is learner's day",and time and again you would see a crafty "bluebird" or "green linnet" some way behind you and almost empty,while you would be fighting off the marauders at every stop,or trying to sort out the longer-distance ones.But to no avail,and you would pull into Hyde,to find a crowd of Ashton locals waiting for you, and no covering duplicate.... After a while,SCTD wiseacres scrawled warning notes on the grubby running boards about where to look out for lazy extras which hid down back streets,or ranked up at nearby bus shelters showing blank, only to come into service as soon as you had turned the corner to leave....

Stockport at off peaks was not much less interesting than at peaks.All the Crossleys were in all-day service (though the 225-44 batch were being laid off to part-days) but not on any joints except at rush-hours,and then only on express 18's and 33x's. ELCB PD2's with the "St.Helen's cut-away" fronts were the newest at the time,and used along with the other 8-footers on services to Manchester,to put a good face on things.Perhaps the bus inspector recalled the classic ocassion in Feb.1948,on the last day of trams on 35B to Albert Square,when SCTD put on a balcony car all day,which attracted considerable attention each time it ventured into the city.The Farrington PD2's still ran in strength on the 92 as well as the 30,and the crash-box batch (265-84,now mostly at Berresford's) lived on the very busy 17 local to Reddish.The only single-deck route 75(Green End - Stockport - Offerton) had the four Tiger Cib/Crossleys,although it was not unusual for one of the four remaining pre-war Tigers to turn up on an all-day schedule! Only 3 months previously had the other 14 survivors of the original batch of 20 been withdrawn,so close was Stockport(in terms of bus ages) to tramway days.

:(Part Two to Follow)

BUSES IN THE PERTH AREA - Part 3

by P.Hanwell

Between Perth and Edinburgh is the small town of Cowdenbeath.The town is well served by Alexander(Fife) as well as the express services to Edinburgh,operated with

Midland.The depot is just out of the town centre,on the main road to Edinburgh.Several stretches of old tram rail were in use as kerb stones on the road leading up to the depot.The small depot is surrounded by a yard about twice as large in which was found a 1951 PS1 still in coach livery,complete with black wings.

The double-deck quota assigned to the depot consists mainly of Albion Lowlanders with Alexander and Northern Counties bodywork,including several purchased from Western S.M.T. and the first Lowlander delivered new to the Fife concern - FRE 1.Another first at the depot was the first Bristol Lodekka built for the whole of the Alexander concern in 1958 - FRD 1.The most interesting vehicles in the depot without a doubt was a 1945 Guy Arab II still with its original Northern Counties H56R bodywork.The vehicle appeared to be in excellent condition,and in particular the paintwork glistened.

On leaving Cowdenbeath I noticed an ex-Dundee 1948 Daimler CVD6/Weymann B35R with a contractor,still in its Dundee livery of dark green and white.Another interesting contractor's bus seen en route for Perth was an ex-Edinburgh Leyland Royal Tiger with Leyland bodywork,which was rebuilt several years ago,along with others,into a coach.

Still in Fife territory I visited two more of their depots,at Cupar and St.Andrews.The Cupar depot is very small but nevertheless is no less interesting than any of the others.Based at Cupar was a Bedford VAS with Duple (Midland) bus bodywork,three 1950 Titans with Alexander lowbridge bodywork,a recently overhauled 1950 PS1 with Alexander coachwork,and,most interesting of all,two 1952 Guy Arabs with Guy lowbridge bodywork purchased from Central SMT. Seen outside the depot,passing through Cupar were two brand new Bristol RELLs with ECW bodywork.These are the first Bristol/ECW single-deckers to be bought by Fife since a batch of LS6G's in 1955,although Bristol/ ECW double-deckers have been the choice for many years.

St.Andrews is a small seaside town not far from Cupar, where Fife have another depot.The depot,in fact,lies at the back of a very neatly designed bus station.The most interesting vehicle to be seen was a 1952 Leyland Royal Tiger PSU1/15 with Leyland C41C,which had had its chassis lengthened and a standard Alexander front fitted to the remaining part of the Leyland bodywork.The resulting effect was very pleasing,and was so well done that there were no

traces of chopping the old front.

St.Andrews depot must be one of the smallest depots owned by the company,with room for not more than 20 buses at the most.Inside the depot was an Albion Lowlander with Alexander bosywork purchased from Western SMT,as well asa Guy Arab LUF with Alexander coachwork.While purchasing a timetable,one of the 1955 LS6G's arrived.Upon looking at the vehicle it appeared to be in perfect condition;the paintwork glistened in the sun,BUT inside the bus there were three seat backs and two seat cushions missing,and nobody seemed to mind.

My visits to Cupar and St.Andrews were the last time that I came into contact with Fife buses in all-day stage carriage work.The only Fife buses seen after this were coaches,which is not really surprising as I went to Cupar and St.Andrews on the last day of the holidays.

Stirling is another small town near Perth where Alexander(Midland) have a large depot and works.Stirling depot has a bit of everything - Albion Nimbuses,AEC Regents Leyland Titans,Bristol Lodekkas,Leyland Tiger Cubs,AEC Reliances.I was allowed to look round the depot provided I was careful not to fall down the pits! Inside the depot was an Albion Nimbus with a very queer Alexander coachwork which had suffered accident damage.Several buses were being washed with hose-pipes and long brushes,which appeared to be the only facilities for washing.Several vehicles were lined up outside in the road,including several of the centre-entrance Royal Tiger PSU1/15 which have been converted (not very successfully) to front entrance.At the depot are three AEC Regents with Alexander bodywork,that are part of a batch of 20 which are the only double-deck AECs owned by Alexanders.

The bus station is in the town centre situated half-way round a stretch of one-way working roads.The bus station is very small but nevertheless buses leave every few minutes on many services.Several interesting buses were in use including three Leyland Titan PD3/3C rebuilt in 1961 from older Leyland Tiger chassis and fitted with new Alexander lowbridge bodywork.As the schools had already re-opened when I was there several old buses were to be seen working school specials.These were mainly Tiger PS1's,Royal Tigers, AEC Monocoaches,Leyland Titans,and the ocassional early Lodekka.

The town is also served by an infrequent service operated by Eastern Scottish and Central SMT.Eastern

Scottish also run tours from the railway station using Bedford VAS1's with Duple coachwork. It was in Stirling that I firsss noticed the different fleetnames used by Midland. The very old-style of fleet-name consists of the words ALEXANDER MIDLAND which are elaborately ornated. Several buses, however, had just MIDLAND also ornated. The newest fleetname is however as plain and simple as the others are ornare - Midland.

Throughout the part of Scotland that was visited there were several Midland Red and Wallace Arnold Coaches operating tours. One very unusual operator seen up there was Eastern National who had several standard MW's with ECW coachwork working extended touts. Ribble, also were running tours well into Scotland, and one or two Highland coaches managed to struggle down the mountains from Inverness.

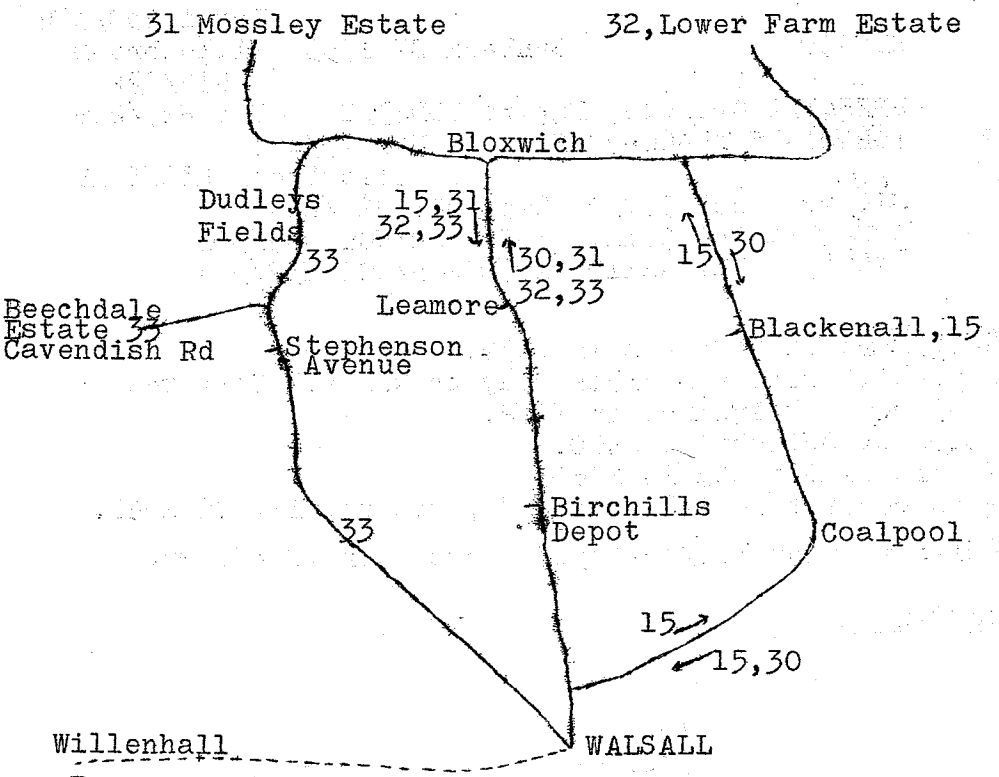
Next month we will be beginning a series by Peter J. Blake on several companies in the South of England beginning with Maidstone and District. We still need many more articles - bus, tram or trolleybus - so please keep sending them in, all will eventually be included.

Sorry, no Aunt Gertrude this month, she collapsed with the shock at 5 Sheffield buses being reinstated, we hope she'll have recovered next month.

BUS SERVICES IN STAFFORDSHIRE

No. 2 Walsall Trolleybuses By David Tummon

A DIAGRAMATIC REPRESENTATION OF WALSALL TROLLEYBUS ROUTES 1968.



Former route 29 to Wolverhampton

Routes

15 Bus Station-Coalpool-Blackenall Station
15 Bus Station-Coalpool-Blackenall-Bloxwich-Leamore-Bus
30 Bus Station-Leamore (Red Lion) Station
30 Bus Station-Leamore-Bloxwich-Blackenall-Coalpool-Bus
31 Bus Station-Leamore-Bloxwich-Mossley Estate
32 Bus Station-Leamore-Bloxwich-Lower Farm Estate Road
33 Townend Street-Beechdale Estate (Bloxwich Lane/Cavendish
33 Townend Street-Beechdale Estate-Dudleysfields-Bloxwich-Leamore Road-Bus Station
29 (now withdrawn) Townend Street-Willenhall-Wolverhampton (St. James' Sq.)

Fleet List

For full details of all trolleys ever owned see the S.O.E.S. fleetlist (TF14).The current fleet is as follows:-

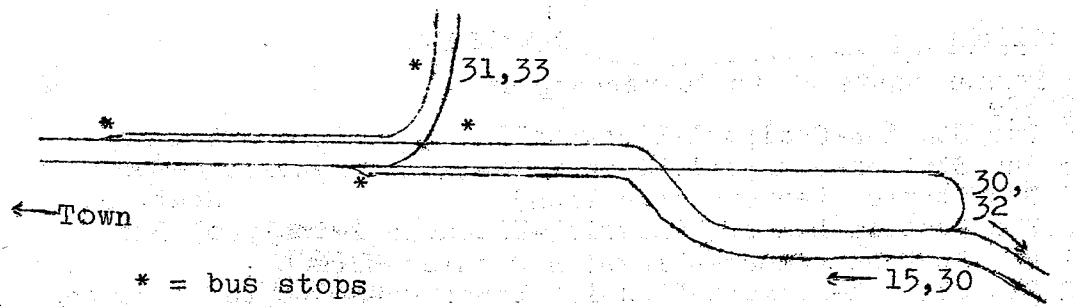
303/4/6-10	BDY806/8/12-4/6/9	Sunbeam W	1947	Weymann H30/26R
335-41/3	NDH952-8/60	Sunbeam F4	1950	Brush H30/26R
342	NDH959	Sunbeam F4	1950	Brush/W.C.T.
344-7/51-3	ADX193-6/89-91	Sunbeam F4	1950	Park Royal H30/36R
350	RDH990	Sunbeam S7	1953	Willowbrook H36/27R
850/73	HBE541/2	Crossley Empire	TDD43/2	Roe H29/25R
851-872	TDH901-15,XDH66-72	Sunbeam F4A	1954-6	Willowbrook H36/34RD
874	GFU692	BUT 9611T	1950	NCB H28/26R
875/6	GFU693/4	BUT 9611T	1950	NCB/WCT H39/30F
877	GFU695	BUT 9611T	1950	NCB/WCT H37/30F

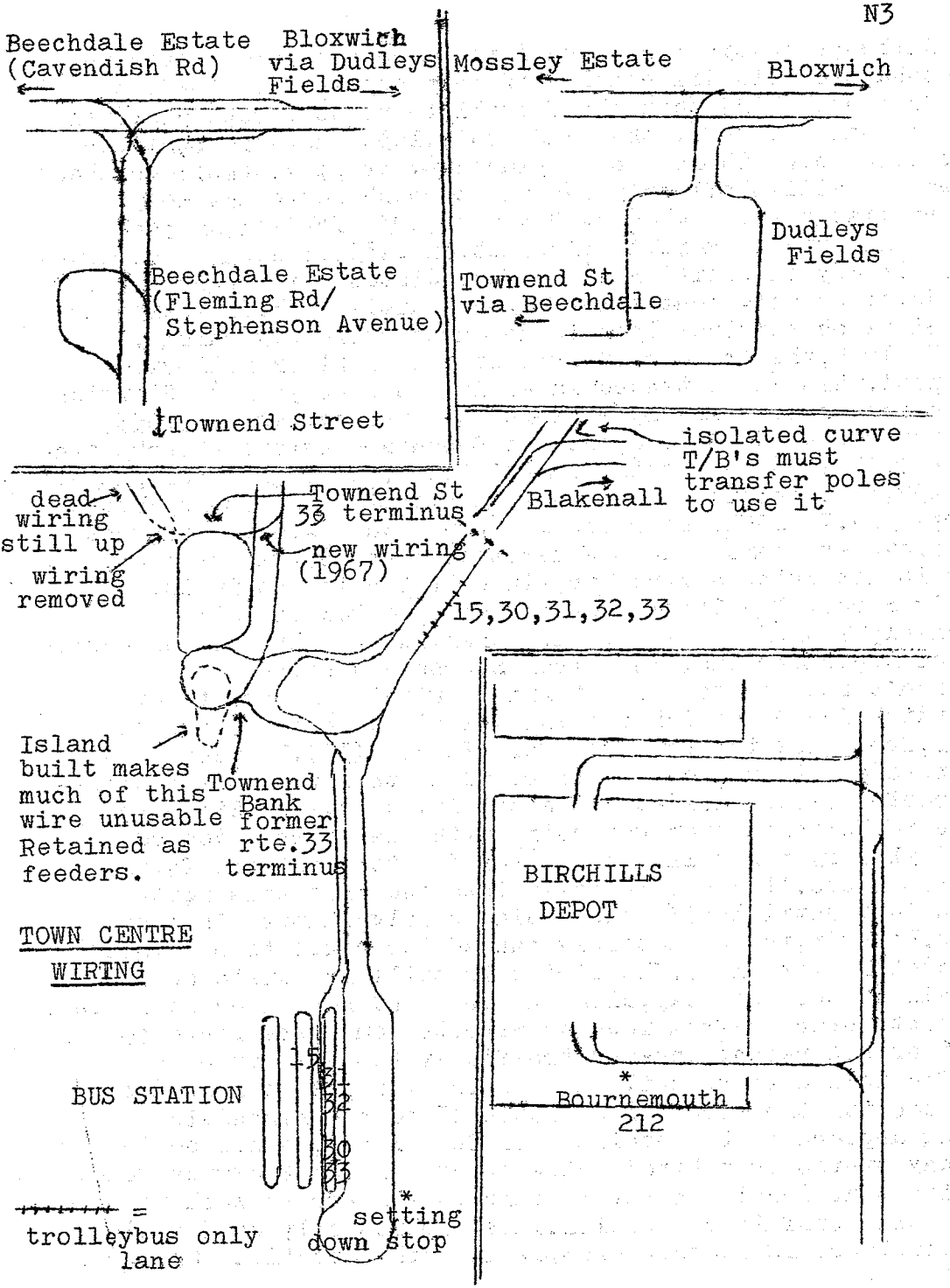
Notes

303/4/6-10 were ex Hastings in 1959.
342 was rebuilt with a H34/31R body by Walsall Corporation.
344-7/51-3 were ex Ipswich in 1962.
850/73 were ex Grimsby in 1960.
874-877 were ex Grimsby in 1960.
875/6 were rebuilt in 1962/3 and 877 was rebuilt in 1961.

It is believed that 305/33/4/50/4 have been withdrawn.

Bloxwich Wiring




Beechdale Estate (Cavendish Rd)
Bloxwich via Dudleys Fields
Mossley Estate
Bloxwich
Dudleys Fields
Townend St via Beechdale
Beechdale Estate (Fleming Rd/ Stephenson Avenue)
Townend Street
isolated curve T/B's must transfer poles to use it
Blakenall
dead wiring still up
wiring removed
Townend St 33 terminus
new wiring (1967)
15,30,31,32,33
Island built makes much of this wire unusable Retained as feeders.
Townend Bank former rte.33 terminus
TOWN CENTRE WIRING
BIRCHILLS DEPOT
BUS STATION
5
31
32
30
33
Bournemouth 212
= trolleybus only lane
* setting down stop

Although powers for Walsall to operate a joint route to Wolverhampton via Willenhall had been obtained in 1925,it was not until 1929 that the Walsall trams were replaced.Ewen then,it was not until the 22nd. July,1931 that the replacement buses were themselves replaced by trolleybuses.Even then it was to Willenhall only and the through route did not materialise until the 16th. November,1931.The second route was opened via Leamore to Bloxwich,in 1933,although the wires were already in position for a fair distance for running to the depot.No more routes were opened until 1955.Incidentally, the Bloxwich terminal loop is now used extremely rarely.

In 1955,the third route was opened to Blackenall via Coalpool.This was extended later in the same year to Bloxwich and circular services 15/30 were inaugurated.Also in 1955, another route (33) was opened to Beechdale Estate (Stephenson Avenue).This loop is still in existance,although rarely used. In 1957,an extension was made from Bloxwich to Mossley Estate (route 31).In 1961,the Beechdale route was extended to meet the above extension and the marathon route 33 was started. This is not quite a circular,since it terminates in St. Paul's Street Bus Station at one end and Townend Street (formerly Townend Bank) at the other.The penultimate extension was on September 2nd. 1963 from Stephenson Avenue on the Beechdale Estate to a new terminus within the estate at Cavendish Road/Bloxwich Lane.The final extension was soon after,from Bloxwich to Lower Farm Estate (32).The depot was extended at about the same time,and at this time the trolleybus route mileage was at its short lived maximum.Since the route to Wolverhampton was joint with that town's doomed trolleybus system,talks were entered into about the future of this route.It was originally intended that this route would last until 1967/8,and would be Wolverhampton's last route.However,the M6 motorway caused the route to be closed on October 31st. 1965.The wiring is still in existance from Walsall to the motorway,although dead and no longer connected. The route started from Townend Street,from where route 33 now starts.A recent one-way traffic system has caused a traffic island to be built across the loop at Townend Bank, thus causing the terminus of route 33 to be changed.The wiring appears to be retained for feeder purposes.Also in the one-way system is a "trolleybus only" lane on Bloxwich Road. Despite what local newspapers said,this seems to work with no ensuing traffic congestion.This applies only on journies to town.There is another example,in both directions,On the

Mossley Estate route.

The trolleybus livery was once light blue with dark blue bands,but is now light bluewith bright yellow brading. The large fleet numbers are also yellow,and the word "trolleybus" appears front and back.

The trolleybus services are extremely fast (on a par with Tees-Side and Derby) and also fairly frequent - every two minutes to Leamore at peak-periods.However,it is doubtful whether this system will outlive those of Tees-Side and Bradford,particularly as Mr. Cox,the General Manager,is due to retire before long.

If you decide to visit this system,DO NOT go on a SUNDAY,since Sunday services ceased from March 3rd.

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Trolleybus Trails	J. Joyce	Ian Allan
B.B.F. No.7 (Midlands)		Ian Allan
SOES trolleybus Fleetlist (TF14)		
British Trolleybuses	Symons/Creswell	Ian Allan

Brighton Railless Scheme

by H. Brearley

August 1913.Double-Deck railless car for Brighton. (First D/D built)

Brighton council informed Hove council that a double deck railless trolley car had been officially submitted to the Board of Trade for use on the under running railless trolley system which was to be installed in Brighton.The communication adds that the council do not assent to the view that a double-deck car is essential to the scheme. The Hove council referred the matter to the Traction Committee.

On November 22nd. 1913,the said car was sanctioned by the Board or Trade.This meant that the first double-deck trolleybus could go on the road experimentally,and could have first run around December,1913? However,demonstrations were given on various dates in Preston Road,Brighton.A negative wire was put up at a cost of £115 on January 6th, 1914,The bus was used and inspected by Hove council.Mr. Munroe of the B.E.T. Co.,the designer,was present.The demonstration was made to comply with requests by Hove council,as if the scheme was successful the bus would run in Hove as well as Brighton.

Mr. J.B. Hamilton,the Leeds tram Manager,was consulting engineer to the scheme.The bus was constructed by the B.E.T. Company,partly I think to the specifications of Mr. William Marsh,Manager to Brighton's tramways.He drove the bus on its test runs.

The bus had seats for 40 passengers and was fitted with hydraulic suspension,two motors,each with independant transmission and chain driven.The trolley standards were at the rear of the bus,later moved to the front.

This scheme did not ripen and thus Brighton did not become a trolleybus town at this stage.Years later Brighton tried again,and in 1935 a trolleybus was hired from Portsmouth.This has been disputed but I have this information in a letter from the Brighton Transport Manager.A trolley-bus from London was also tried out.I have photographic evidence of this.However,Brighton did have trolleybuses in 1939 and,as I consider,the trolleybus had been fully developed by then.

Brighton will not come under the scope of my articles unless requested.

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EARLY BRITISH RAILLESS SYSTEMS

By H. Brearley Hove 1914-15

I think that before we consider any further systems we should take a look at two interesting experiments,Hove and Brighton,two seaside resorts on the South coast of England.

Transport had already existed in Hove.The railway came in 1840,followed by steam trams in 1884,one tram and a trailer,followed by horse trams.About 12 horse trams existed and these ran until about 1912,when Hove obtained a Railless Act.

In September,1914,the Cedes Electric Traction Company were commissioned to erect a system of railless trolley traction in Hove.They must have been aware that Keighly in Yorkshire had already run into trouble (or perhaps news did not travel fast in 1914).The Company was to build a system of over running trolleys,approximately one mile in length.The line started in Church Road and went through to George Street,Goldstone Villas,Hove Station and back to George Street.

The overhead was constructed,a line on each side of the road on poles with single-arm brackets.Hove Council objected to a span wire system.As a demonstration,the wire crossed a Cedes tramway crossing,to show the simplicity of running

trams and trolleybuses together.The crossing was in Goldstone Villas.The weight of the trolley current collector was 28lb. It was mounted on four wheels and wear on the wire was stated to be nil.

The bus was double-deck and only the second double-deck trolley to be built.It could get 35' away from the wires and seated 28 passengers (16in,17 out).The body was built by Christopher Dodson and the laden weight was 5ton-10cwt., using 0.65 units of electricity per car mile.The installation was built by Clough Smith of London.

The bus operated in Hove for the first time on Wednesday, September 16th. 1914 for a period of 1½ hours for the benefit of the Hove Transport Committee.It was run again for the benefit of Brighton Council on the 18th. September and the 24th. September,1914.On August 9th.,1915,the Hove town clerk was instructed to have the line removed and to pay the Cedes company out of pocket expences,which amounted to £650.

The bus was on hire on 29th. October,1914.Brighton Council informed Hove Council that they could not accept the Cedes system in Brighton.Mr. Hamiltonthe Leeds tram Manager, (he must have been consultant for Brighton) said in a report that the double deck Cedes system was unsafe and that he would not be responsible for its operation.The under running system was much safer he said

Mr. Stephen Tellow,consulting engineer to Hove,said that the system was safe and practicable in Hove,and could be run at a penny per mile cheaper than the B.E.T. system.So,you see,the experts could not agree.

Mr. Hamilton at Leeds was running a few trolleybuses but Leeds never was a trolleybus town,and Hamilton's experience of Cedes would not be greater than that of the next man.It was a continental system and it ran at Aberdare for some years,also Keighley,and the Board of Trade (who would take no risks in those days) must have considered it safe

When the Cedes firm was sold up Keighley purchased the double-deck bus and wiring which was at Hove.The double-deck bus ran in Keighley from 1917 to 1924,so there could not have been much wrong with it.This experiment saw the finish of trolleybuses at Hove.

NO

SOUTH LANCS TROLLEYS

D.C. Tommon

1-10 TF2072-81 Guy BTX 23532/1/57/5/3/4/34/56/33/47
Roe L25/31R built 1930
11-30 TF5792/3/40/94-6/41/97-9,TF5800-8,TF6951
Guy BTX 23704/5/12/3/9/20/2/3/14/699/725/36/44/38/9-43, 23737.
Roe L27/29R built 1931
31-46 TF3320-30/2969/3331/2/4/5 Guy BTX 23932-43/7/5/6/4
Roe L22/26R built 1933
47 JW5370 Guy BTX 23637 Guy H30/26R built 1934
48-51 ATE792-5 Leyland TTB4 8111-4 RoeH35/29R built 1935
52,53 BTE951/2 Leyland TTB4 12179/80 built 1937
54-59 DTC261-6 Leyland TTB4 16856-61 built 1938
60-65 FTD452-5,FTE152/3 Sunbeam 50034-7/63/4 built 1944
Weymann UH30/26R
66-71 HTD863-8 Karrier M52 60001-6 Weymann H38/32R 1948

Notes

1/5/6/7/8/10 were rebuilt by Bond in 1950/1
10-14/6-20/2-4/8-30 were rebuilt by Bond in 1950/1
32/8-44 were rebuilt by Bond in 1950/1
47 was a Guy demonstrator

Also used were:-
DTD649 the LEYLAND 4-wheel steering trolleybus,chassis 301086
Leyland H7OR built 1938 and ran as a demonstrator
Nos. 48-51 were actually owned by Bolton Corporation.

During the conversion programme,normal LUT buses ran with SLT legal lettering,viz:

542-51 WTB41-50 Guy Arab 1V NCME H31/28R built 1955
552-61 WTB61-70 AtkinsonPL74SH Roe DP40F built 1955
562/3 WTB71/2 Leyland Tiger Cub PSUC1 Weymann B44F built 1955
570-94 YTD871-95 Daimler CUG5 Weymann Orion H33/28R built 1956
595-602 311-9ATC Guy Arab 1V NCME H36/24R built 1956

THE DERBY TROLLEYBUS SYSTEM

continued

By P. Beardsley

By the end of 1952 the fleet strength had decreased to 71. However, good mileage was still obtained.

In 1960 eight Sunbeams with Roe bodies were taken into stock. These trolleybuses were the last purchased in the Derby fleet. From then on the fleet was on the decline, until at the end of March, 1967, only 26 vehicles remained. Before the final closure one of these vehicles suffered accident damage and was withdrawn, leaving 25 vehicles available for service on the last day.

Between January, 1932, and September, 1967, the Corporation owned a total of 165 trolleybuses.

The Routes

The following gives details of the main road routes operated by Derby Corporation trolleybuses.

Nottingham Road

This was on the first route ever operated by trolleybuses in Derby. Trolleybuses commenced operation on this route on 9/1/32, relieving the motor buses which had replaced the trams as a temporary measure. The trolleybus service ran to the Creamery.

On 13/11/32 Osmaston Road was opened to trolleybuses and through running was introduced. Four years later overhead was erected from Nottingham Road Cemetary along Chaddesden Park Road to Wilsthorpe Road. A service was started on 29/11/36. The trolleybus services now operating were:-

60 Allenton to Chaddesden Park Road
66 Allenton to Nottingham Road Creamery
69 Market Place to Nottingham Road Creamery

On 6/11/38 the Osmaston Road service was extended to Shelton Lock. At this time service 60 was extended through to Shelton Lock. Also at this time three other services operated along Nottingham Road, chiefly as workmens journeys or duplicates. These were:-

62 Nottingham Road Creamery to Nightingale Road
67 Allenton to Nottingham Road Cemetery
68 Market Place to Nottingham Road Cemetery

On 3/6/50 the Chaddesden Park Road service was withdrawn, the first closure on the whole system. The wiring was kept for workmens journeys and was last used on 9/11/62.

After 1950 only two service numbers were used:-

66 Shelton Lock to Nottingham Road Creamery
69 Market Place to Nottingham Road Creamery

By 1961 all journeys used rpute 66.

On 10/11/62 this trolleybus service was replaced by a service of motor buses.Nottingham Road was linked with Overdale Road and Normanton Lane by services 53,59 and 66. The Chaddesden Park Road route was extended into the new estate and numbered 77.

London Road

Trams,running to Alvaston,were replaced on 23/7/32 by motor buses for one day only.Trolleybuses took up operation on the following day,the 24th.The trolleybus route not only replaced the tram route but also replaced a motor bus route to Harvey Road,(Wyndham Street).On 13/11/32 this service was extended to runthe full length of Harvey Road.Routes now in operation were:-

42 Market Place to Brighton Road
43 Market Place to Wyndham Street
44 Market Place to Harvey Road

On 29/11/36 the Harvey Road route was connected to Osmaston Park Roadto form a circular route.On 17/10/37 the Wyndham Street journeys were extended to Duffield Road.On 14/9/47 even this was extended to run to Kingscroft.In NOvember,1941,the routes were:-

31 Victoria St.-Osmaston Park Rd.-Harvey Rd.-Market Pl.
41 Market Pl.-Harvey Rd.-Osmaston Park Rd.-Victoria St.
42 Market Place to Brighton Road
43 Duffield Road to Wyndham Street
44 Market Place to Harvey Road

Eventually a turning circle was introduced at Alvaston but it was not used immediately.The Brighton Road was a little tight and thus the new circle aided operations.

By 1952,route 44 had been renumbered to 47 and from October,1961,only route numbers 31 & 41 were used.On 26/7/64 several alterations took place owing to the withdrawal of through running from Morden Green and Kedleston Road to the L.M.R. Station.These routes were connected on either end of the 31/41 as follows:-
Morden Green-Osmaston Park Road-Harvey Road-Allestree Lane.

continued next month